

# LAS VEGAS DAILY GAZETTE.

VOL. 3.

FRIDAY MORNING, JULY 22, 1881.

NO. 15.

SIMON A. CLEMENTS. FELIX MARTINEZ.  
**CLEMENTS & MARTINEZ**  
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Flour, Grain and Country Produce.  
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Cash paid for Wool, Hides and Pelts.  
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GEORGE F. GORDON, Prop'r.  
Dealer in All Kinds of Fresh and Salt Meats  
He also makes it a specialty to

Manufacture all Kinds of Sausages, Rolled Spiced Beef  
**PRESSED BEEF.**

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Courteous treatment. Give him a Call.

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Furniture, Queensware, Bar Fixtures.  
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Warrants of the Several Counties in the Territory Bought and Sold.

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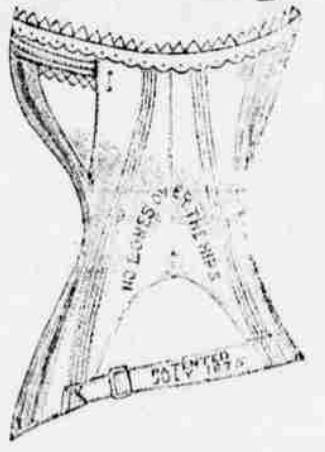
REPRESENTS  
The Oldest, the Largest, the Best Insurance Companies in the World.

NAMES.	ASSETS.
MUTUAL LIFE, New York.	\$91,735,740.02
LIVERPOOL AND LONDON AND GLOBE, London.	31,065,194.00
LONDON ASSURANCE, London.	15,886,111.36
INSURANCE COMPANY OF NORTH AMERICA.	7,399,357.00
HOME, New York.	6,899,565.14
QUEEN, Liverpool.	4,821,257.00
PENNSYLVANIA FIRE INSURANCE COMPANY.	2,151,029.00
SPRINGFIELD, Massachusetts.	2,063,163.19
HAMBURG-MAGDEBURG, Germany.	887,263.00

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We Respectfully Beg Leave to Inform You that We Have a Full Line of  
The Celebrated  
**Bortree Adjustable**

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In stock and trust you will call and inspect the assortment we have just opened.  
**M. Romero, Las Vegas, N. M.**

**First National Bank**  
OF LAS VEGAS.  
(Successors to Reynolds Brothers.)

Authorized Capital, - - \$500,000  
Paid In Capital, - - - 50,000  
Surplus Fund, - - - - 15,000

DOES A GENERAL BANKING BUSINESS.

**CALVIN FISK,**  
Real Estate and Stock Broker,  
Notary Public and  
**INSURANCE AGT.,**  
OFFICE IN OPTIC BLOCK,  
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**Fine Cigars.**  
Just received a lot of the famous H. S. cigars fresh from the factory of Henry Switzer; also the Golden Crown, the choice and favorite of Kansas City. All the famous smokers smoke them. Also a fresh lot of liquors, the best to be had in the market. New attractions in everything every night, and the finest "goods" and best brands known at the Exchange Saloon. Wolf & Putnam. 511tf

Fresh eggs twenty cents per dozen at Bell & Co's, the Plaza Grocers and Bakers.

**Specimens of Ore.**  
All parties, throughout this county, interested in the mineral resources of the Territory are earnestly solicited to contribute specimens of ore to the Territorial Bureau of Immigration, labeled, as to mine and camp. Specimens left with J. H. Koogler will be forwarded to the office of the Secretary at Santa Fe, and there placed on exhibition. 7-22m

**Family Groceries.**  
A large stock, cheaper than the cheapest, just received at T. Romero & Son's. 5-14tf

## NEWS BY TELEGRAPH

Steadily Convalescing is the News from the White House.

That the President Will Recover is No Longer Doubted.

Albany Advises Say Lapham Still Lacks Six Votes.

What Conkling Will Do when the Albany Agency is Over.

The Latest Attempt at Czaricide Killed by Conscience.

He whose Lot it Was to Assassinate, Suicided.

European Cablegrams of a Readable Character.

American Riflemen Carry Off the Honors at Wimbledon.

Fatal Casualties and Other Noteworthy Happenings.

Garfield Gaining.

Executive Mansion, Washington, July 21, 2 p. m.—The President is steadily convalescing and has thus far passed a quiet and comfortable day. He has had no fever since last night and at this hour his pulse is 92 and temperature and respiration normal.

OFFICIAL BULLETIN.  
Executive Mansion, July 21, 8:30 a. m.—The President has had a good night and is doing excellently this morning. Pulse 88, temperature 98.4, respiration 18.

(Signed) D. W. BLISS,  
J. K. BARNES,  
J. J. WOODWARD,  
ROBT. REYBURN.

The following bulletin has been sent this morning to each of the Cabinet officers by the President's private secretary:

Executive Mansion, July 21, 8 a. m.—The improvement in the President's condition continues steadily and uninterrupted. His pulse this morning is 88, with normal temperature and respiration. He is bright and cheerful. He has an excellent appetite and expresses a desire for more substantial nourishment. There is no better indication of his progress than the disposition he is now manifesting to think and talk of outside matters. The surgeons express themselves fully satisfied with the progress of the case.

**Suicide Checkmates Assassination.**  
New York, July 21.—The Herald says: Our St. Petersburg correspondent telegraphs to-night fresh particulars concerning the recent plot laid to assassinate the Czar. M. Baronoff, chief-of-police, had received an anonymous letter stating that on the 13th of July the Emperor of Russia was to be assassinated. The letter contained nothing more. Baronoff made inquiry in every direction and ascertained that a young student had committed suicide under extraordinary circumstances. Having first run himself through with his sword without having injured a vital part, he then lodged a bullet with his revolver in his left temple, and then finding himself still alive, fired again in the temple and in the gaping wound made by his sword. This determined suicide awakened M. Baronoff's suspicions. He found the man apparently dead, but in fact still breathing and in a swoon. Baronoff, by the aid of doctors, caused the student to come to his senses and to speak. The student declared that he had formed part of a secret society of twenty nihilists, who had all sworn to kill the Emperor. They had all drawn lots and it had fallen to his lot to carry out the plan of assassination on the 13th day of July. Daggers were suspended over his head, and his brother nihilists swore to kill him if he should show the slightest hesitation, but notwithstanding this threat, his heart failed him and he resolved to die by his own hand. Before committing suicide he had written Baronoff with the conviction that one of his fellow conspirators would immediately take his place. The student lived till the 18th of July before breathing his last. He revealed the names of his brother nihilists, who have all been secured by the police.

**Conkling's Future Movements.**  
Philadelphia, July 21.—The Ledger's New York special learns from well informed sources that Senator Conkling will take a trip across the Atlantic with a view to rest and recuperation and on his return in October he will make a trip through the Southern States, including in his programme the Cotton International Exposition at Atlanta, Georgia. His friends say he is solicitous about strengthening his political influence in that section and to that end will take the earliest opportunity to remove the unfavorable impressions of his stalwart speeches during the last year and especially during the Presidential campaign which they are supposed to have made on the Southern mind. The ex-Senator clearly has not abandoned the expectation of some day being President of the United States and if he has weakened his position at this end of the Union he would seem to consider it sound policy to do what he can to strengthen himself elsewhere. It will be his aim to demonstrate to the Southern mind that the stalwart policy meant the restoration of Southern prosperity and Southern influence within the legitimate meaning of

those terms, and that the people who have been representing him as hostile to either were animated either by malice or personal hostility.

## Foreign Intelligence.

**VICTORIOUS AMERICAN RIFLEMEN.**  
Wimbledon, July 16.—At Wimbledon yesterday the Albert-Jewell competition, one thousand yards, was again won by an American. Dr. Scott of the American team won it in 80, and Milton Farrow, also of the American team, won in 79. This year Frank Hyde, an American and Captain Goodall, of the Second Bucks regiment, each made a score of 70 out of a possible 75, and on shooting off the tie Hyde made three bull's eyes against Captain Goodall's two inners and one bull's eye, thus winning the prize.

**PARISIAN PARAGRAPHS.**  
Paris, July 16.—The municipality voted 22,000,000 francs for the improvement of the water works. It is said that wheat and other crops are suffering terribly from the heat, and in the absence of rain the product will be far below last year.

**GOSHEN'S OPINIONS.**  
London July 16.—Right Hon. Geo. J. Goschen, in addressing his constituents at Ripon, his first speech since his return from Constantinople, testified to the cordial co-operation of six ambassadors of the powers in settling the Greek question. He declared emphatically that he saw no deviation from a straight course on the part of Russia, who was so much suspected, and that no power had been more prudent than Austria. If it be true that Austria harbors designs of pushing down to Salonica, he had found no trustworthy evidence of such a course.

**Deadwood Dead-Notes.**  
Deadwood, D. T., July 21.—The opening of the California mine, at Terraville, caved in last night, burying seven miners. Wm. Gill, David Carner and Andrew Larsen were taken out alive. John Castello, James Roach, Pat Hawkins and L. H. Hamilton are supposed to be killed. A Times special says Roach is known to be dead, though his body is not yet found.

W. S. Goodman, foreman of the Desmet mine, was instantly killed by the arch on which he was standing near the shaft, giving way, precipitating him a distance of two hundred feet.

**Electric Light.**  
New York, July 21.—The World says: Edison is still pushing on his preparations for lighting the district bounded by Spruce and Walnut Streets and Nassau Street and East River. The wires have been put in nearly five hundred houses and the district will be lighted by lightning by the first of October. The work is all completed with the exception of erecting the heavy engines in central stations. The contract made with the subscribers is that the light will cost the same amount as gas. The lighting of the district, Edison claims, will reduce the cost of gas to one dollar per thousand cubic feet.

**Railway Statistics.**  
New York, July 21.—The Post says the total number of miles of railroads of the United States in operation at the close of 1880 was 93,371 miles. Increase for the year, 7,174 miles, against 2,871 miles the previous year, and 2,687 miles in 1878. The gross earnings for 1880 were \$615,405,931, against \$529,012,999 in 1879, and the net earnings, \$255,193,436, against \$219,916,724 in 1879. The dividends paid aggregated \$77,115,411, against \$61,681,470 in 1879. The gross earnings reported on railroads in the Southern States was \$48,317,754, against \$43,917,384 for 1879.

**Boston Items.**  
**SIX DROWNED.**  
Boston, July 21.—A yacht containing six young men belonging to South Boston, capsized in Quantum last evening, and all drowned. The bodies were recovered and taken to South Boston this morning. Their names were not ascertained.

**HEAT.**  
The heat here Tuesday and Wednesday was almost intolerable, and several cases of sunstroke occurred.

**Struck a Rock.**  
Whitehall, N. Y., July 21.—The night express from New York over the Delaware and Hudson Canal Company's Railroad struck a rock near Dresden and a portion of the train plunged into the lake. Engineer Charles Casswell was instantly killed and the fireman was injured. No passengers were hurt. The road was blocked for seven hours.

**Albany Advises.**  
Albany, July 21.—Joint convention ballot, short term—Lapham 65, Potter 45, Conkling 28, Woodford 1. Senator Foster voted for Lapham instead of Evans. Necessary to a choice 71.

Adjourned.

**Saratoga Races.**  
Saratoga, July 21.—The Saratoga races, two and a quarter miles, terminated with Checkmate first, Monitor second and Irish King third. Time, 4:00.

[The wires were down north of this point last night, hence the short telegraphic report.]

There was quite an excitement at Billy's saloon last night over the capture of a real live salamander. Billy has the reptile on exhibition. Call and see it.

Col. W. A. Arnold has closed all the patents for the forty-six mines at Santa Rita in Grant county, in the U. S. land office at Mesilla. Chaffee, Moffatt and Hayes are reported to have already expended \$100,000 in making a beginning in the mines. More machinery is on the way from Denver. They will soon have mills and smelters capable of handling one hundred tons of ore daily,

## GOULD'S OPPORTUNITY.

How He Can Put in an Important Link in His Railway System Benefitting Himself and Las Vegas.

The GAZETTE has hazarded the opinion that if the Chicago, Burlington & Quincy and Atchison, Topeka & Santa Fe Railroads and Denver & Rio Grande Railway are consolidated, Jay Gould will be thrown on the defensive and forced to build a road to connect the Union Pacific Railways with the Texas & Pacific. He has declared his intention of building the latter road through to the Pacific, and will undoubtedly do so, because he "needs that in his business." He must build it in self defence, because he showed by gaining control of the Union Pacific, and "standing in" with the Central Pacific on California traffic, that he realized what a desirable thing it is to have a Pacific terminus.

The Texas & Pacific will run from New Orleans to the Pacific, but it will have in the consolidated C. B. & Q. and A. T. & S. F. and their joint line, the Atlantic & Pacific, a formidable rival. Traffic between Colorado, Kansas and Nebraska and the Pacific coast and slope will be desirable, and Gould will not have that long. Now, by combining his Union Pacific road with the Central, he has some advantage.

But a line under one management as the Boston capitalists will have in the A. & P. and A. T. & S. F. will worry him. Then extending to Chicago by another link the C. B. & Q., there is a continuous line from Chicago to the Pacific.

Gould could reach Chicago only by the circuitous way of the Texas & Pacific and his Iron Mountain and the other lines of his southwestern system via Kansas City or St. Louis and then by the Wabash to that city. He must have a shorter route to Chicago, for the same reason that he must have a continuous line to Colorado and her two neighboring States.

There is danger in his relying on the Central Pacific. First, by building a competing line to the Central's lower route, the Southern Pacific, he will spoil its business and cannot expect any favors. As soon as the S. P. is extended to a connection with the lines that Huntington has purchased or will control, the Central will not be obliged to depend on the Union Pacific, and the friendly relations heretofore existing and the fact that the two roads were parties to a monopolous monopoly in the past will be forgotten, or, at any rate ignored.

In addition to this, there is no knowing how much longer the nominal owners of the Central will hold that line. The U. S. government has a mortgage on it, and may foreclose at any time. On the other hand, the railway kings, who have been cheating the government out of its dues these ten or fifteen years, and who have stolen enough out of the earnings of the road to build the Southern Pacific, as well as shorter, better, and competing lines to the subsidized roads throughout California, are likely to turn round and compel the government to take the Central system, or lose everything. Jay Gould cannot bulldoze the government nor pool with its road, and there is no safety, for the time being, by relying on the Central, nor none in the future.

If he is to make the Union Pacific system pay, he must connect it with the Texas & Pacific, and by putting in this link he would secure an unbroken connection between San Francisco and Kansas City, St. Louis and Chicago. It is worth striving for, and he will surely make the effort.

Now, the only way to make this connection is to build south from Denver through Long's canyon into New Mexico, and then over the route our people have hoped to see adopted by the D. & R. G., to Las Vegas. Gould has purchased many roads that never could expect to secure the amount of traffic that he could control by such a line. The local trade would be good, and would keep on increasing. From this city to the point where the Texas & Pacific will cross the Pecos is a short line, and the only choice that Gould would have. In building a line down the Pecos Valley he would develop a wonderful rich section. This is the link he must put in, and our people would do as much for him as they would for the D. & R. G. or anyone who would build such a line.

This is not all futile theorizing. We should not be surprised if Gould is already considering such a project. Our readers are familiar with the change in the programme of the proposed Denver & New Orleans R. R. that has been diverted from its original course, as first mapped out. Gov. Evans has said that the road would be built to a point at or near Trinidad.

If this is the case a road will be built from there to Las Vegas to connect

with it, and then down the Pecos. In this connection it may not be amiss to republish the following extracts from an editorial in the Denver Tribune of the 17th, that was unusually severe on ex-Gov. Evans:

"There is much bitter feeling among the Denver stockholders of the Denver & New Orleans at the course which Ex-Governor Evans has taken concerning the road. He seems to be acting simply as a tail to Jay Gould's kite and in direct enmity to the city's interests."

His present plan is to make Pueblo, as nearly as his master, Jay Gould, can accomplish it, the distributing point for the State.

Under certain circumstances the Denver & New Orleans might have been made to pay, but there is no hope for it now. The intention seems to be to make it simply an instrument for Jay Gould's revenge at the expense of Colorado interests, and Evans is acting as his tool to bring this about."

If the Tribune's fears are realized, then the road is to go to Pueblo. If so, why not continue on to Trinidad? Why not build to Las Vegas? May it not be extended down the Pecos?

It is not going to hurt Denver to have a line to Las Vegas, so far as the section through which it will pass in this Territory. Here is the great supply point of the richest portion of New Mexico. Between here and the Raton mountains, lies the great Maxwell grant, rich in mineral and agricultural resources, where vast flocks and herds can be kept up, and where the finest timber in the Territory can be secured. The whole of Colfax, Mora and San Miguel counties is likewise rich. What better thing do the ambitious business men of the "Queen City of the Plains" desire! Can they better themselves by insuring commercial intercourse with such another rich section, can they find a richer field for trade? We think not! and if they assist, rather than oppose, the plans of the Denver & New Orleans as they are amended, they will never regret it. Let the road come on!

There may be some foundation for the statement that Gov. Evans is playing into the hands of Gould. That schemer is not inclined to build a road where there is any prospect of a road's being constructed over the route he regards as one that he would select were he in the construction business. If the Denver & New Orleans is built Gould will ultimately control it, that is safe to venture.

But on the other hand, the necessity for building such a line may be so urgent (as we believe it is) that he will build at once. It has already been reported that the Kansas Pacific railroad engineers have been making a survey of Long's canon. May it not be that Gould is already picking out this route?

**Socorro Notes.**  
J. E. Boss has purchased the Tip-top mine of J. H. O'Neill for \$3,000.

A new wagon maker and blacksmith is working up a flourishing trade.

F. Geisler, formerly of San Marcial is preparing to go into business in Socorro.

R. P. Faddis is doing well in the real-estate business. He intends permanently locating.

Socorro continues to move along in the even tenor of her way. There is no boom especially but business is firm.

W. M. Barrett has opened a neatly arranged saloon on the corner opposite the bank. He has a good location for business.

Charles Egger has purchased the harness shop and has sent east for a full supply of all kinds of goods used in his line. He intends to make this shop the best in central New Mexico.

Mrs. L. Green, formerly of this city, has opened a boarding house and is doing well. She will soon move into the new building on the plaza, which is being fitted up nicely.

Joe O'Brien has fitted up one of the finest saloons in the Territory. It is situated on Court Street, two doors south of the plaza. The bar mirror alone cost \$400 and everything else will be fitted up in proportion.

The Socorro Miner has an excellent location near the depot and is rapidly coming to the front among Territorial journals. It is ably edited by Mr. Beckwith. During Mr. Beckwith's absence east Messrs. Nichols and Holden kept everything running in good shape.

**Lost, \$300.**  
Mrs. Brown, who has lately taken up her residence in Las Vegas, met with a loss of \$300 on her way out from Kansas City. She was traveling with her daughter and when the train stopped at Raton for breakfast they were escorted to the Depot Hotel by a gentleman on the train. Mrs. Brown had her money in three \$100 bills, securely knotted in a corner of her handkerchief. It was not till sometime after leaving Raton that she missed her handkerchief with the money. She is under the impression that her escort took it by mistake but does not know the name or place of residence of the gentleman who showed her this courtesy. The money was the saving of a number of years work as housekeeper and Mrs. Brown cannot afford to lose it. She is at present stopping at Mrs. Nelson's and offers a reward of \$100 for the recovery of the money.